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CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

COUNTRY East Germany

SUBJECT Soviet Central Motor Vehicle Repair Shop
at Berlin Oberschoeneide

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The following is a list of motor vehicle accessories which were either repaired or produced at the Soviet central motor vehicle repair shop in Berlin Oberschoeneide between 1 November 1953 and 25 March 1954:

Year: November December January February 1 to 25 March

Engines repaired: 400 300 400 400 500

Vehicles fitted with
superstructure:
command cars

15 5 10 15

workshop trucks

80 25 20 25

small buses with jeep
chassis

5 5

buses

5 5 2 5

small trucks with jeep
chassis

5 5

New production:

Studebaker
cylinder blocks

450 250

Chevrolet cylinder blocks

300

ZIS cylinder blocks

100 400 500 400 500

Willis cylinder blocks

150 150 100

Cylinder heads

700 550 600 650 700

Quarter heads

700 550 600 650 700

Lathes

20 25 20 20 15

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Grinders	20	10	15	15	10
Drilling machines	100	50	-	100	-
Iron stoves	50	100	100	100	-
ZIS cylinder heads	500	-	-	-	-
Cardan shafts	5,000	4,500	4,000	4,000	4,500
Brake drums for ZIS vehicles	500	-	100	200	100
Brake drums for Willis vehicles	200	-	-	-	-
Casings for gasoline pumps	200	-	-	-	-
Tool boxes	-	20	-	-	-
Work benches	-	20	-	-	-
Rail vehicles	-	50	-	-	-
Side levers	-	-	-	-	100
Mobile welding equipment	-	-	-	-	50

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2. The following is a list of old engines in want of overhauling which arrived in Oberschoeneweide from Zeesen between 1 November 1953 and 25 March 1954:

Type	November	December	January	February	March
ZIS	110	60	115	200	120
Studebaker	80	130	80	80	80
Chevrolet	95	45	60	50	60
Ford	65	10	10	-	30
Willis	55	40	45	50	50
GAS	-	20	20	-	20

3. The following new engines were shipped from Oberschoeneweide to Zeesen:

ZIS	110	60	95	200	80
Studebaker	80	130	80	80	60
Chevrolet	95	40	55	50	50
Ford	125	5	20	-	20
Willis	50	40	47	60	20
GAS	-	15	33	-	3

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4. The following cylinder blocks and spare parts were dispatched by rail from Oberschoeneweide during the period under review:

Date	Number of Cars	Load	Receiving Station
2 November	2	200 Studebaker cylinder blocks	Brest Litovsk
	1	spare parts	
5 November	2	200 Studebaker cylinder blocks	"
	1	100 ZIS cylinder blocks	
	1	150 Willis cylinder blocks	
	1	450 cylinder heads	
	1	200 boxes with spare parts	
18 November	2	200 Studebaker cylinder blocks	
	4	3,000 Cardan shafts and 150 boxes with tools	undetermined
30 November	2	250 Studebaker cylinder blocks	"
	2	1,500 Cardan shafts	
	2	spare parts and tools	
2 December	1	250 iron stoves	Ketschendorf
	1	250 rail vehicles	
15 December	2	200 ZIS cylinder blocks	Brest Litovsk
	2	250 Willis cylinder blocks	
	1	450 cylinder heads	
	2	500 boxes with spare parts	
	4	5,000 Cardan shafts	
30 December	2	240 ZIS cylinder blocks	Brest Litovsk
	4	5,000 Cardan shafts	
	2	spare parts and tools	
25 January	4	400 ZIS cylinder blocks	Brest Litovsk
	1	400 cylinder heads	
	2	spare parts	
	3	4,000 Cardan shafts	

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28 January	1	ZIS cylinder blocks	Ketschendorf
	2	rail vehicles	
13 February	3	4,000 Cardan shafts	Brest Litovsk
	1	120 ZIS cylinder blocks	
	1	120 Studebaker cylinder blocks	
	1	spare parts	
30 February	2	240 ZIS cylinder blocks	Ketschendorf
	2	240 Studebaker cylinder blocks	
	2	spare parts and tools	
15 March	4	400 ZIS cylinder blocks	Brest Litovsk
	2	spare parts	

5. On 30 November, an air force unit turned in 10 Studebaker chassis which were to be fitted with workshop bodies.
6. Other material that arrived in Oberschoeneweide during the period of observation included carloads of old tank chains and tank wheels, which were to be used in the foundry; several carloads of tank wheels, which were to be finished at the shop, and numerous carloads of sand for the foundry.
7. The rail cars consist of a platform mounted on four wheels which have a gauge of 750 mm. Each of the vehicles is fitted with a carrying device adjustable in height and designed to support the axle of a motor vehicle. Two such rail cars can carry one motor vehicle. The rail cars are apparently used by large enterprises.
8. In mid-December, a model car, similar to a jeep but about 1 meter longer and with a superstructure with windows, was turned in at the shop. One hundred such vehicles were to be delivered. These small buses were provided with seats for about 11 to 14 persons. The extension of the jeep chassis was made at Zeesen, while the bus superstructure was fitted in Oberschoeneweide. Since mid-February 1954, the vehicles have been provided with superstructures of small trucks which had 40-cm sidewalls and bows for tarpaulins.

25X1 9. In early March, trucks [] of the motor vehicle repair shop at Leipzig picked up spare parts and ZIS cylinder blocks at Oberschoeneweide. The vehicles from Leipzig picked up material once a month.³ The side levers are about 40 to 50 cm high and rest on an oval socket measuring about 15 x 25 cm. They are cast in the foundry and finished in sections No I and II. Each workshop truck was fitted with such a device. Side levers not used at the plant were presumably shipped to the equipment depot at Ketschendorf. The mobile welding carts are flat vehicles mounting devices for autogenous welding.

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10. Officers in key positions at the plant in late November 1953 included Colonel Zulemov (fnu) as chief, Colonel Nikolayov (fnu) as deputy chief, and Lieutenant Colonel Pavlov (fnu).⁴

- 25X1 1. [REDACTED] Comment. The production figures again prove that the plant in Berlin-Oberschoeneweide is a very important installation for the manufacture of motor vehicle parts rather than a repair plant. It deserves special attention. The high production figure of Cardan shafts which are exclusively shipped to the USSR is of interest. The report indicates that the production of these shafts was started in July or August 1953 and, since September 1953, 4,500 units have been produced per month. Contrary to Soviet announcements, this information shows that not all important production enterprises were returned to the German economy and that compulsory export is continued.
- 25X1 2. [REDACTED] Comment. The connection between Berlin-Oberschoeneweide and Zeesen, which is probably the most important motor vehicle spare part depot of the GDR, are known.
- 25X1 3. [REDACTED] Comment. Another GDR motor vehicle spare part depot is located in Leipzig. The trucks belong to the Rear Service of the GDR in Leipzig.
- 25X1 4. [REDACTED] Comment. Colonel Zulemov (fnu) is known as chief of the work shop. He is believed to have succeeded Colonel Yeramov (fnu) who had been reassigned to Moscow in mid-1953, allegedly because of his friendly attitude toward the Germans. Colonel Nikolayov (fnu) is known as MVD officer. Lieutenant Colonel Pavlov was allegedly the new chief of the repair shop at Zeesen in mid-1952.

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